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*To enrich lives through effective and caring service.*

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February 3, 2009

The Honorable Board of Supervisors  
County of Los Angeles  
383 Kenneth Hahn Hall of Administration  
500 West Temple Street  
Los Angeles, CA 90012

Dear Supervisors:

**CLEAN FUEL PROGRAM BOARD POLICY REVISION  
(ALL DISTRICTS -3 VOTES)**

**SUBJECT**

Approve the revised Clean Fuel Program Board Policy 3.020 as approved by the Audit Committee to include Compressed Natural Gas and other alternate fuel vehicles.

**IT IS RECOMMENDED THAT YOUR BOARD:**

Approve the revised Board Policy 3.020, Clean Fuel Program Policy (attached), which expands the program to include Compressed Natural Gas (CNG) and other alternate fuel powered non-emergency vehicles and trucks, and medium to heavy vehicles.

**PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION**

On September 25, 2007, the Board approved a motion to have a work group of County departments examine the feasibility for expanded use of compressed natural gas (CNG) vehicles in County operations with special emphasis on buses, trucks, and waste collection vehicles. The work group determined that the expanded use of CNG and other alternate fuels was feasible for non-emergency County operations and recommended revising the Board's Clean Fuel Program Policy to incorporate changes to the policy. The Clean Fuel Program Policy was revised, and approved by the Audit Committee on August 28, 2008.

**Implementation of Strategic Plan Goals**

Approval of the revised Board Policy is consistent with the County's Strategic Plan Goal No. 3 Organizational Effectiveness. Furthering the County's transition to cleaner burning vehicles improves the air quality in the southern California basin, and ensures compliance with South Coast Air Quality Management District (SCAQMD) Fleet Rules.



### **FISCAL IMPACT/FINANCING**

Based on the volatility of the market in both vehicle and fuel purchases, projecting the fiscal impact in complying with the SCAQMD Fleet rules is extremely challenging, and County Departments must consider all factors and budget accordingly for vehicle replacement through the annual budget process. While alternative fuel vehicles may be more expensive at purchase, the operational costs may or may not result in an increase to Net County Cost. For example, during most of 2008, gasoline prices steadily increased approaching \$5 per gallon while CNG was priced at the equivalent of about \$3 per gallon. Currently, the price per gallon of gasoline is under \$2.00 while the CNG equivalent is just above \$1.00 per gallon.

### **FACTS AND PROVISIONS/LEGAL REQUIREMENTS**

Based on SCAQMD Fleet Rules, (1186.1 and 1191-1196), the County, as a public fleet operator, must acquire vehicles with alternative-fuel (e.g., CNG, propane, etc.) or low-emitting gasoline engines when replacing non-emergency vehicles.

The County work group, convened as a result of the September 25, 2007 Board motion, concluded that it was feasible to expand the use of CNG vehicle in non-emergency County operations, especially in the area of heavier, industrial vehicles. The work group, chaired by the Chief Executive Office, included representatives from the Internal Services Department, Sheriff's Department, Probation, and the Departments of Public Works, Community and Senior Services, and Health Services.

In an effort to expand the availability of CNG fueling sites for County vehicles, ISD is in the process of negotiating a Memorandum of Understanding with the Metropolitan Transit Authority (MTA) to utilize their CNG fueling sites.

### **IMPACT ON CURRENT SERVICES (OR PROJECTS)**

County operations and services will not be impacted. Alternate fuels (e.g. compressed natural gas, propane, etc.) help protect the environment and represent an environmentally friendlier substitutes to gasoline or diesel fuel. They offer reduced emissions, particularly carbon monoxide and nitrogen oxide, which are contributors to greenhouse gases, smog, and acid rain.

**CONCLUSION**

Upon approval, the Executive Officer, Board of Supervisors, is requested to return one adopted stamped Board letter to the Board Order to the Director of the Internal Services Department and the Chief Executive Office.

Respectfully submitted,

A handwritten signature in black ink that reads "Tom Tindall". The signature is written in a cursive, flowing style.

Tom Tindall  
Director

TT:JS:MN

Attachments

c: Chief Executive Officer  
Executive Officer, Board of Supervisors  
County Counsel





# *Los Angeles County* **BOARD OF SUPERVISORS POLICY MANUAL**

Policy #:	Title:	Effective Date:
3.020	Clean Fuel Program	01/10/95

## **PURPOSE**

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Establishes a clean air policy to improve air quality in the South Coast Basin through the expanded use of clean fuels in conjunction with other County-sponsored environmental programs to the extent it is financially feasible.

The goals are to transition as many vehicles to clean fuels as possible and establish gasoline/electric and diesel/electric powered (hybrid) vehicles as the standard type of new non-emergency passenger sedan to be acquired by County departments, beginning no later than July 1, 2006.

## **REFERENCE**

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September 20, 1994 Board Order, Synopsis 9

November 30, 1994 Chief Administrative Office and Internal Services Department memo, "Los Angeles County Clean Fuels Policy"

January 10, 1995 Board Order, Synopsis 8

November 15, 2005 Board Order, Synopsis 2

## **POLICY**

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It is the policy of the County of Los Angeles to transition its motor vehicle fleet to viable clean fuels, including hybrids and alternative fuel vehicles, as approved by the California Air Resources Board and to ensure that hybrid and alternative fuel vehicles become the standard for new non-emergency vehicles acquired to conduct routine County business. The Clean Fuels Policy shall be executed in compliance with the following guidelines:

1. Department/District Heads shall be responsible for implementing the Clean Fuels Program within their department. Departments shall pursue funding available from a variety of sources and may work with other public/private agencies to share resources, coordinate efforts, and apply jointly for available funds.

2. Whenever practical and economically feasible, new vehicle purchases will be clean fuel vehicles.

Non-emergency passenger sedans:

- The standard for new non-emergency passenger sedans for conducting routine County business are hybrid vehicles (e.g. electric-gas powered) effective July 1, 2006 per the November 15, 2005 Board Order.

Non-emergency trucks, medium and heavy-duty vehicles with an emphasis on buses, trucks, and waste collection vehicles:

- The standard for new non-emergency trucks and medium to heavy-duty vehicles will be Compressed Natural Gas (CNG), or other alternative fuels other than gasoline powered vehicles.
3. Departments seeking an exemption from the acquisition of hybrid-powered non-emergency passenger sedans or alternative fuel non-emergency trucks and medium to heavy-duty vehicles will submit a letter, (with their requisition) signed by the Department Head and addressed to the County's Purchasing Agent (ISD), explaining why a hybrid passenger sedan or alternative fuel non-emergency trucks and medium to heavy-duty vehicles does not meet their requirements.

All exemptions will be reported by ISD, or the appropriate reporting department, in their Annual Clean Fuels report. (see No. 4 below)

4. Departments shall report to the Board by March 1<sup>st</sup> each year on the composition of their fleet and the number of vehicles powered by clean fuels, including hybrids.

#### RESPONSIBLE DEPARTMENT

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Internal Services Department

Chief Executive Office

#### DATE ISSUED/SUNSET DATE

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Issue Date: January 10, 1995

Sunset Review Date: January 10, 2004

Review Date: February 19, 2004

Sunset Review Date: January 10, 2007

Review Date: November 15, 2005

Sunset Review Date: January 10, 2009

Review Date: January 18, 2007

Sunset Review Date: January 10, 2010